

# Briggs Chaney Road East of US 29 -- No. 509942

Category  
Agency  
Planning Area  
Relocation Impact

Transportation  
Public Works & Transportation  
Fairland-Beltsville  
None

Date Last Modified  
Previous PDF Page Number  
Required Adequate Public Facility

January 10, 2002  
7-208 (02 App)  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY01	Estimate FY02	Total 6 Years	FY03	FY04	FY05	FY06	FY07	FY08	Beyond 6 Years
Planning, Design and Supervision	1,177	138	579	460	330	130	0	0	0	0	0
Land	499	9	310	180	100	80	0	0	0	0	0
Site Improvements and Utilities	1,841	0	206	1,635	135	1,500	0	0	0	0	0
Construction	3,283	0	323	2,960	1,510	1,450	0	0	0	0	0
Other											
Total	6,800	147	1,418	5,235	2,075	3,160	0	0	0	0	0

## FUNDING SCHEDULE (\$000)

G.O. Bonds	3,920	147	864	2,909	1,239	1,670	0	0	0	0	0
Impact Tax	2,515	0	554	1,961	836	1,125	0	0	0	0	0
Intergovernmental	365	0	0	365	0	365	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for reconstruction of Briggs Chaney Road from US 29, east to Dogwood Drive. The project is divided into two sections: 1) 2,500 linear feet of curbed, four-lane, divided roadway from Automobile/Castle Boulevard to Aston Manor Drive; and 2) 1,000 linear feet of curbed, two-lane undivided roadway from Aston Manor Drive to Dogwood Drive. Also included are: a five-foot wide concrete sidewalk along the north side; an eight-foot wide asphalt bikeway along the south side (extending east to Olive Branch Drive); and landscape/streetscape planting through the project limits. The Master Plan minimum right-of-way width is 120 feet. Streetlights funded by this project are to be installed within the limits of the adjacent Briggs Chaney Road - Curve Improvement project as well.

### Service Area

Fairland/White Oak Policy Area

### Capacity

Upon completion, roadway capacity will vary from 36,000 vehicles per day through the four-lane divided section, to 15,000 vehicles per day through the two-lane section.

### JUSTIFICATION

Briggs Chaney Road is designated in the Fairland Region Master Plan as A-86. This project will enhance east-west mobility between Montgomery and Prince George's Counties and improve local circulation for the Briggs Chaney Center commercial area, including businesses within the Montgomery Auto Sales Park. The project will also improve access to the Briggs Chaney Park and Ride lot, Greencastle Elementary School, and the East County Recreation Center. Improved pedestrian and bicycle facilities will provide safer travel and recreational alternatives in the Fairland Region.

### Plans and Studies

A project prospectus was prepared in March 1997, by DPWT, which documents the need for the project and conceptually describes the improvements needed.

### Cost Change

Not applicable.

### STATUS

Final design.

### OTHER

The project scope has remained the same. Planning and preliminary design were funded from the Facility Planning-Transportation project. The "Intergovernmental" revenue in the funding schedule represents a reimbursement from WSSC for its share of utility relocation costs.

### FISCAL NOTE

Starting in FY02, Impact tax for this project is assumed at 39.1 percent of the project cost in the Eastern Montgomery Impact Tax Area.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																
<table> <tr> <td>Date First Appropriation</td><td>FY99</td><td>(\$000)</td></tr> <tr> <td>Initial Cost Estimate</td><td></td><td>6,608</td></tr> <tr> <td>First Cost Estimate</td><td></td><td></td></tr> <tr> <td>Current Scope</td><td>FY99</td><td>6,608</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>6,800</td></tr> <tr> <td>Present Cost Estimate</td><td></td><td>6,800</td></tr> <tr> <td>Appropriation Request</td><td>FY03</td><td>0</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY04</td><td>0</td></tr> <tr> <td>Supplemental Appropriation Request</td><td>FY02</td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>6,800</td></tr> <tr> <td>Expenditures/ Encumbrances</td><td></td><td>294</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>6,506</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY00</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY01</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY99	(\$000)	Initial Cost Estimate		6,608	First Cost Estimate			Current Scope	FY99	6,608	Last FY's Cost Estimate		6,800	Present Cost Estimate		6,800	Appropriation Request	FY03	0	Appropriation Request Est.	FY04	0	Supplemental Appropriation Request	FY02	0	Transfer		0	Cumulative Appropriation		6,800	Expenditures/ Encumbrances		294	Unencumbered Balance		6,506	Partial Closeout Thru	FY00	0	New Partial Closeout	FY01	0	Total Partial Closeout		0	<p>COORDINATION</p> <p>Maryland State Highway Administration M-NCPPC Maryland Department of the Environment Department of Permitting Services WSSC Utility Companies Facility Planning-Transportation ICC Feasibility Study</p>	<p>MAP</p> <p>See Map on Next Page</p>
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